The responses to bidders' inquiries are provided for the bidders' convenience only. In some instances, the question and answer may represent a summary of the matters discussed rather than a word-for-word recitation. The responses may be considered along with all other information furnished to prospective bidders for the purpose of bidding on the project. The availability or use of information provided in the responses to contractors' inquiries is not to be construed in any way as a waiver of the provisions of Section 2-1.03 of the Standard Specifications or any other provision of the contract, the plans, Standard Specifications or Special Provisions, nor to excuse the contractor from full compliance with those contract requirements. Bidders are cautioned that subsequent responses or contract addenda may affect or vary a response previously given. Inquiries along with responses may be posted at the website only when the inquiries are submitted in any of the acceptable manner prescribed under the Notice to the Contractors and when the responses have already been communicated to the individual inquirers. Bidders' inquiries received over the phone must be followed-up and submitted in writing for an official response.

The Bidders' inquiries and Responses may be updated from time to time and bidders are enjoined to check the website regularly and immediately prior to the scheduled bid opening.

Caltrans District 8 Office is located at 464 W. Fourth Street, San Bernardino, CA 92401-1400.
Send Contractor Inquiries via email to d8_pbi@dot.ca.gov
The mailing address is 655 2nd Street, San Bernardino, CA 92402.
Phone (909) 383-5961
Fax (909) 383-6739.
All inquiries must include the contract number.

08-472224

Inquiry No.	Inquiry/Response
1.0	Special_Provisions_Specific: Lean concrete base rapid setting (LCBRS) must conform to the provisions in Section 28, "Lean Concrete Base," of the Standard Specifications and these special provisions. Question_1: Section 10-1.34 indicates that LCBRS must conform to Section 28. Section 28 allows for a maximum of 300 pounds per cubic yard of cement. Prior trial testing indicates that the required compressive strength of 725 psi is not achievable in less than 2 to 3 days using the maximum of 300 pounds of Type III cement. Rapid Setting Cement suppliers have also stated this strength cannot be achieved until 2 days. Will the State allow for higher cement content than 300 pounds per cubic yard? Response: The specified Max 300 lbs/cy refers ONLY to aggregate quality test. There is no restriction on the maximum content of the cement to get the specified compressive strength.
2.0	Question_2: When will be the cross sections be available for this project? Response: Cross Sections for this project are available for pick up starting today 12/16/2011. They are available on CDs in pdf format. If interested, please call the following phone numbers to arrange for obtaining a copy: **(909) 383-4304 or (909) 383-4705**
3.0	Question_3: Reference Section 4, Page 14 of the Special Provisions that indicates liquidated damages are $180,000 per day additional to the amended Standards of $10,500. Please clarify LD's for this project are $190,500 per day after exceeding the number of working days bid. Response: As indicated in section 4, page 14 of the Special Provisions, $180,000.00 is in addition to $10,500.00. This project is A+B bidding.
4.0	Question_4: Reference Section 10-1.15, Pages 97-107, Traffic Charts

	1 through 15. These appear to be for the wrong project. Please provide traffic charts for this Contract. Response: An addendum will be forthcoming to address this issue..
5.0	Question_5: Part 1) Reference Section 5-1.12, Page 21 of the Special Provisions that indicates Cross Sections are available for inspection at the District Office. Please post the cross sections on the website for our use. Part 2) If there is an Information Handout (Geotechnical Report) please post that on the website for our use. Response: Part 1: Please refer to Question # 2 above Part 2: There are no Information Handout (Geotechnical Report) for this project.
6.0	Question_6: The plans do not detail the locations of the irrigation system to be removed, the highway planting to be installed nor the irrigation system to be installed. Can plans be provided? Response: Please refer to section 10-2.01 paragraph 4, page 218 of special provisions.
7.0	Question_7: Need to order cross sections for this project. Do you know when they will be posted? Response: Please refer to Question # 2 above.
8.0	Question_8: Section 10-1.34 "Lean Concrete Base Rapid Setting" indicates that aggregate must conform to the requirements of Section 90-2.02 of the Standard Specifications. Section 90-2.02 allows only for the use of "Natural" aggregates. Recently bid Caltrans projects have allowed for either aggregates that conform to Section 90-2.02 OR, to Section 28-1.02 with the provisions that the fifth paragraph of 28-1.02 does not apply and performance of California Test 548 with the exception of part H, be performed. Will the use of reclaimed aggregate (crushed concrete) be allowed for LCBRS? Response: Crushed concrete is not acceptable as a type of reclaimed aggregate material as per Section 90-2-02A "Coarse Aggregate" of the November 14, 2011 Special Provisions (page 259 of 282). The contractor may use reclaimed aggregate that has been recovered from plastic concrete by washing away the cementitious material. From the projects Special Provisions dated November 14, 2011: **90-2.02A Coarse Aggregate** **Coarse aggregate shall consist of gravel, crushed gravel, crushed rock, reclaimed aggregate, crushed air-cooled iron blast furnace slag or combinations thereof.** **Crushed air-cooled blast furnace slag shall not be used in reinforced or prestressed concrete.** **Reclaimed aggregate is aggregate that has been recovered from plastic concrete by washing away the cementitious material. Reclaimed aggregate shall conform to all aggregate requirements.** **Coarse aggregate shall conform to the following quality requirements**: It appears that the contractor asking the question is referring to an outdated Standard Specifications. The updated version is contained in the contract specifications.
9.0	Question_9: Special_ Prior Bidder Inquiry No. 3 questioned the liquidated damages amount set for this contract, and Caltrans

	affirmed the amount noted. Given that the amount of additional LD's ($180,000 per day) is 10 TIMES the level set for recent similar projects (similar estimated amounts and traffic impacts), we wish to confirm that the Specifications do not contain an inadvertent extra "0". If not changed, Contractors' bonding companies may prohibit otherwise qualified contractors from bidding this work given this onerous damages requirement. Please reconsider. Response: Pending
10.0	Question_10: The traffic Charts 1 through 15 in the Special Provisions are not for this project. They are for Route 78. Will you furnish the correct Charts? Response: An addendum will be forthcoming to address this issue.
11.0	Question_11: Section 10-1.46, Subsection "Materials / Rapid Strength Concrete" indicates RSC is to be produced using hydraulic cement meeting the test requirements of the included table. Only proprietary rapid setting cements will meet these requirements which will exclude the use of Type III cement for this project. Most other Caltrans projects are allowing the use of Type III cement in RSC construction. Is it the State's intent to exclude the use of Type III cement for this project? Response: Type III cement can be used on this project.
12.0	Question_12: The special provision 10-1.80 states that "new or undamaged used precast portable concrete barrier units" may be used. The barriers are made from minor concrete and there is a large quantity. Question: can the units be pre-manufactured or must they be built for the job and have METS inspection during the fabrication and prior to delivery to job or will a "certificate of compliance" be adequate? Response: The portable concrete barriers can be either pre-manufactured or built for the job. If the barriers are pre-manufactured, the Contractor shall furnish a Certificate of Compliance to the engineer in conformance with the provisions in Section 6-107, "Certificate of Compliance," for all new or used portable concrete barrier Type 60K **that is not cast on the projec**t" If the barriers are **cast on the project**, District 8 and/or METS will be inspecting the units during the fabrication and prior to installation. A Certificate of Compliance will not be acceptable in this case.
13.0	Question_13: Lane closure charts provided in addendum 1 do not allow construction of stages 3A and 3B. Chart numbers 5 and 10 are labeled as "During Stage 3A" for NB and SB. A 24 hour closure is indicated for Saturday/Sunday providing 3 lanes of through traffic. In stage 3A there are only 3 lanes of through traffic per Traffic Handling Plans TH-72 through TH-98. Work areas in 3A are depicted as up to 48-hour work window JPCR-RSC on layout sheets L-1 through L-35, when only a max 24 hr closure is given. Chart numbers 2-4, and 7-9 are labeled as "During Stage 3B" for NB and SB. In stage 3B there are only 2 lanes of through traffic per Traffic Handling Plans TH-99 through TH-124. Please provide Charts that match traffic

	handling plans or a depiction of how construction is to be carried out for stages 3A and 3B. Response: Lane Requirement Chart No 5 and No 10 for NB and SB Stage 3A is for 48 hours, Layout sheets and Traffic Handling Sheets allow up to 48 Hours for Stage 3A. Chart No.(2-4) is for NB Stage 3B and Chart No.(7-9) is for SB Stage 3B Layouts and Traffic Handling Sheets allow up to 24 hours for Stage 3B an addendum will be issued to change Chart No (4,8 and 9) to 24 hours.
14.0	Question_14: Sheets G-17 & G-18 of the Contour Grading Plans do not provide complete topographic information for the existing ground in the areas of the new drainage basins. Can you please provide existing contours that encompass the limits of the new drainage basins so that we can accurately perform quantity takeoffs? Response: There are no additional information in regards to topo. Please bid as per current contract documents.
15.0	Question_15: Which traffic charts are to be used for the individual panel replacement in lanes 1, 2? Which traffic charts are to be used for the Structure Approach Slab construction in lanes 1, 2 and in 3, 4? Response: Chart No 1 and Chart No 6 can be used for individual panel replacement and Approach Slab Construction.
16.0	Question_16: In Reference to Question & Response to Bidder Inquiry #13. In Stage 3A there are only 3 through lanes shown. Charts say you must maintain 3 lanes during a closure. How is k-rail to be set adjacent to lane #3 while there is traffic in it? In stage 3B there are only 2 through lanes shown. Charts say you must maintain 2 lanes of through traffic during a closure. How is k-rail supposed to be set/removed adjacent to #2 lane while there is traffic in it? At a minimum there must be a period at the beginning and end of each work window that allows the closure of an additional lane for k-rail work. For instance Chart No. 5 for 15/NB PM 3.8/12.8 must have a window Saturday Night and Monday Morning in which you have only 2 lanes open to set and remove k-rail. A combination of Chart 1 (No remarks for when applicable) and Chart 5 would allow at least some time to move k-rail, but the working window for roadway replacement will be reduced. A clear working time duration is very important in bidding this type of job and right now we don't have it. Response: Pending.
17.0	Question_17: Please clarify if the Stage 3A traffic handling configuration (3 lanes open to traffic) can be left in place while all of Stage 3A work is constructed, or is it the intent for all of Stage 3A work including, temp. striping and traffic control devices (channelizers, etc), placement and removal of K-Rail, removal of the existing roadway section and construction of the new structural section, to be performed within multiple 48 Hour windows, then opening back to Stage 3 configuration (4 lanes open to traffic)? Response: Pending.
18.0	Question 18: Please clarify if the Stage 3B traffic handling

	configuration (2 lanes open to traffic) can be left in place while all of Stage 3B is constructed, or is it the intent for all of Stage 3B work including, temp. striping and traffic control devices (channelizers, etc), placement and removal of K-Rail, removal of the existing roadway section and construction of the new structural section, to be performed within multiple 24 hour windows, then opening back to Stage 3 configuration (4 lanes open to traffic)? Response: Pending.
19.0	Question_19: If all of Stage 3A and 3B work must be constructed with multiple closures within the limits described in the Lane Closure charts of 48 hrs and 24 hrs, (see previous questions) then the temp. K-rail will be moved from Stage 3 configuration to Stage 3A and 3B configurations, and will have to be moved back into Stage 3 configurations at the end of the closure. How will the "relocation" of K-rail from Stage 3A or 3B back to Stage 3 be paid for? The quantities do not appear to include this additional quantity. Response: Pending.
20.0	Question_20: Drawing SCD-2 and SCD-3 state that traffic handling configurations for the southbound and northbound cannot be in place for both directions at the same time. Is this for the entire length of the Project, or only when the work areas are directly across from each other? Response: Pending.
21.0	Special_Provisions_Specific: "Design the LCBRS mix to meet an opening age compressive strength of 725 psi. ... Opening age is defined as the age at which rhe LCBRS will achieve the specified strength prior to start of paving operations for the RSC." Question_21: Is the 725 psi strength at opening age required before proceeding with placing the RSC if we do not place any equipment on top of the LCBRS in order to pour the RSC? Response: Pending.
22.0	Special_Provisions_Specific: "Produce RSC with hydraulic cement. Hydraulic cement must comply with ASTM C 219 and:" (Followed by the Hydraulic Cement Chart.) Question_22: Please clarify that the Hydraulic Cement Requirements in the Chart on page 161 do not apply to Type III cement as per Section 90-3.02 of the 2010 Standard Specifications. Response: Pending.